

THE JOURNAL OF WM A. GRAHAM

This Tells of His Tour Going From Hillsboro, N. C. to Boston, Mass.

In 1831 William A. Graham made a tour from Hillsboro, N. C., to Boston, Mass., during which he kept an interesting journal, which the North Carolina Review is permitted to offer to its readers in three instalments.

June 20, 1831.

Having made due preparation, I left Hillsboro for Roxboro at 6 a. m., and passed rapidly on to the latter place which I reached before the session of the county court. The country is so familiar between these towns that it provokes no particular remark.

(June) 21st and 22d.

I attended the court and on the 23d set off with A. W. V. (Venable), Esq., and came as far as his house, Brown's store, Granville, N. C., 27 miles. The country lying near Perable poor, but as we approached son Courthouse on this road is miserably poor. The soil was more fertile. * * * The agriculture along this road is in a low state. The crops of wheat which were being gathered were moderate, though somewhat injured by rust. Spent a pleasant evening at Mr. V.'s with his relatives, Reid, Cabell, etc., who arrived after us.

(June) Friday, 24th.

Took leave and got fairly under way on my journey. A ride of 21 miles brought me to Haskin's Ferry on Roanoke. The farms in Granville from Grassy Creek to the Virginia line are of good soil, particularly on Nutbush, which is crossed on a bridge, and many of the buildings are in good taste and the farms handsomely improved.

(June) Saturday, 25th.

Traveled over a tolerable road, rather a poor soil.

(June) Sunday, 26th.

Journeyed by Dinwiddie Courthouse to Petersburg, 30 miles. Many parts of this road are very bad, causeways, mudholes, etc. The geology is primitive as all the preceding until after passing Dinwiddie Courthouse, when sands and long-leaf pines occur anon until you reach Petersburg. Petersburg is on the south side of the Appomattox, a river about 150 yards wide, has been a place of considerable commerce but has declined of late from the resort of the country merchants to New York. It has considerable expectations from the railway now in progress from that town to the Roanoke at Weldon, 60 miles. No part of that road is completed but it is all under contract; cost of the whole is estimated at \$380,000. No steamboat ascends the Appomattox above City Point. The principal business is done on Sycamore, Banks at Bollingbroke streets. It contains four churches, which are numerous attended. The lower part of the town is called Blansford and on the opposite shore Chesterfield. There are some highly improved private residences.

(June) Monday, 27th.

After exchanging money with the Messrs. Dunns I set out in the stage at 8 o'clock a. m. for Richmond, which I reached by 11 o'clock. Twenty miles of the road is a fine turnpike and passes through a miserably poor district. Half a mile from Manchester it passes over the new railroad from the coal pits to James river, which is now completed and cars will start upon it on the 4th of July.

Manchester. Richmond approaches more nearly to a city than any town in the South except New Orleans and Charleston. Visited the dock-yard commerce, etc. Streets straight and regularly built. Capitol, Governor's house and City Hall fine buildings. Penitentiary, 176 convicts who work together under overseers for each squad; four or five females (only one white); shaving of heads once a week. Armory owned by the State where are 256 pieces of ordnance. Here the guard, 68 in number, who protect the Capitol, Petersburg, etc., rendezvous. Spent a pleasant evening at the house of Mr. Campbell. Many buildings here are very fine; banks, etc., musical clock. The Eagle Hotel affords good accommodations.

(June) Tuesday, 28th.

I left Richmond during a rain which had been falling all night, at 5 o'clock in the morning in company with two other state passengers. * * * Passed Bowling Green, Carolina Courthouse, dined on the way and reached Fredericksburg, 60 miles from Richmond, at 4:30 p. m. Fredericksburg is well built and seems to be a place of considerable commerce. Steamboats ply to Baltimore, Washington, etc. There is a good bridge across the Rappahannock. After remaining half an hour we set out in two stages for Potomac Creek, which we reached over a bad road of 9 miles, at 6 p. m. Supped at the tavern on shore. The rain ceased before sunset and we had a beautiful view of the sun going down beyond the creek, which is here one and one-

fourth miles wide, as also of a rainbow. Went aboard and got under way immediately after the appearance of twilight, and proceeded down the creek 4 or 5 miles when we entered the great Potomac, which in the dim light seemed shoreless as the ocean. The tide was at flood and as we passed down the creek I mistook it for the river which we seemed to be ascending in a swift current. The wind was a head and blew so as to give motion to the boat, but we took our births at about 9 o'clock and all was silence until about 5 a. m., when the passengers for Alexandria were called to go ashore. We again slept until daylight when our arrival at the Federal City was announced and the passengers for Baltimore notified to rise.

(June) Wednesday, 29th.

The light of the morning showed us the Potomac one and one-half miles wide, surmounted by a bridge which had been in many places broken by the ice last spring and was not yet repaired. Steamboats and square-rigged vessels lying above and below us, and a small portion of the city. After some delay for the ladies on board, we all passed in one stage to Gadsby's National Hotel, an extensive and splendid house. After breakfast I walked to the Capitol with the two fellow passengers from Richmond. We were conducted through it by an individual whose business it seemed to be. Passed the rotunda containing the four paintings of Trumbull, the Hall of Representatives and Senate Chamber, Supreme Court rooms, ascended to the summit of the dome, 190 feet from the foundation and 250 feet above Pennsylvania avenue; extensive and sublime prospect. The Capitol is by far the most splendid architecture which I have ever seen and amply compensates for a journey to it. We then walked to the President's house, but as he was absent on a visit to Old Point Comfort, we did not enter; viewed the improvements, inclosures, offices of the departments situated on each side of it, etc. Messrs. Livingstone and Woodbury were the only cabinet officers in the city. Great indignation prevailed against Mr. Eaton, late Secretary of War, for his attack on the character of Mrs. Ingram. In the evening I visited Thompson's book store, purchased some caricatures and rode over to Georgetown Catholic College, nursery, etc. Returned to tea and engaged a seat for Baltimore.

(June) Thursday, 30th.

I was roused at 4 a. m., set out in the Phoenix line of Post coaches with four other passengers. The road is an excellent turnpike which we passed at 7 or 8 miles an hour. Passed by Bladenburg, the scene of battle before the burning of the Capitol in the late war (1812), and of the duels between the members of Congress and others.

The trip was enlivened by the jests of Captain Phillips, of Baltimore. Having dressed, I walked to view the city of Baltimore and found it superior in extent, population and commerce to any town I had yet passed. After dinner I rode on the celebrated railroad to Ellicott's Mills, 13 miles, in a horse car (the steam cars not being in operation this evening). This road is a stupendous work. Carrollton bridge, the deep cut, Patterson's bridge, viaducts, etc. Cost of the road more than \$50,000 per mile thus far, though the expenditures of a great part was useless, as no inconvenience arises from an ascent of 25 feet per mile; part of the rails of wood and part stone, both laid with iron. The iron is brought from Liverpool ready to be laid. A single horse has pulled on the road 200 barrels of flour. The steam cars run 20 or 25 miles per hour.

The road was completed for 20 miles, but the workmen on the further extremity having failed to get their wages by the absconding of the contractor on this day destroyed four miles of the finished road and the material for laying 6 miles more. There are considerable factories of iron, cotton, etc., on the Patapsco owned by Ellicotts, Gray and others. We returned in a shower of rain to Baltimore at 7 p. m. Found the city in a tumult about the riot on the railroad and the military from Fort McHenry and the city collecting to quell it. At 9 o'clock they marched and took the cars for the scene of the riot.

(July) Friday, 1st.

Rose to breakfast, walked to the Washington Monument and ascended it, 178 feet. It is a perfect piece of art, on the summit is a statue holding a scroll. In the evening walked to the lower docks and saw the operations of the dredging and discharging machines. The city had been full of reports on the subject of the expedition against the rioters all the morning. At 5 p. m. the military marched in, bringing with them 40 of the rioters prisoners, and committed them to jail. There had been 370 engaged in the work of destruction, they fled on the approach of the armed force and only those were taken. One, Hugh Riley, the leader, was marched in front with his lieutenant. None were killed and but one wounded. There was but little resistance. A force was left to guard the road from further violence. On my return ascended a shot tower and saw the mode of manufacturing them. Height of tower, 180 feet. In the

evening I was visited by Mr. Russell, of North Carolina, midshipman, who remained with me until 10 p. m.

(July) Saturday, 2d.

I took leave of Barnum's splendid hotel with regret as it affords the best accommodations I had ever received. At 12 and one half o'clock we sailed on board the George Washington, steamboat, for Philadelphia; down the Patapsco to the bay, thence across to the mouth of Elk river, up the river and Back creek to Chesapeake village. The only interest I felt in our voyage was in examining the rapidity of the boat's motion and in viewing the scenery we passed. There were no passengers on board whose appearance or conversation was attractive. Judge Glenn, of the United States District Court, was along, but I opine is not a Mansfield. We met the Charles Carroll boat on the way and reached Chesapeake village about 5 p. m. Here we took a canal boat drawn by five horses along in Chesapeake and Delaware canal thirteen and a half miles. This canal is well described in the "Traveler's Guide." The deep cut, summit bridge, the hand bridges and one lock are the most conspicuous objects. * * * This canal is a stupendous work and cost two and one-half millions of dollars. We passed up the Delaware on board the "Robert Morris" in the night and arrived at 1 a. m. at Philadelphia.

(July) Sunday, 3d.

At 5 a. m. I entered the city and took lodgings at the City Hotel, Nible & Heiskle. Being somewhat fatigued and meeting no acquaintance, I did not go to church. Read part of Croly's "Life of George IV." After dinner called on some comrades at Congress Hall. The citizens appeared generally to attend church and behaved with much propriety during the day. In the evening I strolled on the wharf and witnessed the arrival of the Baltimore boat.

(July) Monday, 4th.

The ringing of bells and beat of drums announced the anniversary of Independence. Called on Mr. C. G. Bancker, in Chestnut St., with a letter of introduction from Mr. Campbell. To his kindness I was indebted for many favors. Went in his company to hear Mr. David P. Brown, orator of the young men's celebration, but failed in procuring an entrance to the church; proceeded thence to dinner at the "Musical Fund Hall." Six hundred persons were present and part could not be accommodated with seats. The President of the day, John Sergeant, Esq., before reading the toast in honor of H. Clay, delivered an animated address on the present state of the administration of the Government. Alleged that the recent dissolution of the cabinet was owing to the imbecility of the head (Andrew Jackson), however it might be attributed directly to the malign influences of male or female; that the President had been lauded for his skill in judgment of men, but there were some other people of whom he was perhaps not so good a judge; that he had greatly misconceived the moral feelings of the matrons of our country, and with all his ability to discern the qualifications of men it was somewhat remarkable that in the whole United States he could not get five men whom he could keep from fighting in his presence. He said the history of the resignations of Van Buren and Eaton as given by themselves and the President was similar to that of John Brown's two little Indian Boys.

"One ran away

"And the other wouldn't stay." Said that all the operations of the Government were concealed, that no one but the President and a few friends knew anything about it. He was in many instances happily sarcastic and was cheered with great acclamation by the crowd. His delivery is distinct and plain, though he has somewhat of a tone and appeared to labor much. Mr. Chambers, the Senator from Maryland, when the toast was read in compliment of himself and his State, addressed the assembly, but in a clumsy manner and with but little else to recommend his remarks. Colonel McKinney (dismissed clerk of the War Department) told the story of "Old Billy" upon the request of the President, with considerable effect. After tea I visited with a friend West's picture of "Christ Rejected"; a most excellent specimen of the limner's art. On this day I saw a caricature of Mrs. Eaton as a slut, Eaton as a gallant mastiff and Timberlake a sneaking hound. The old bell which proclaimed the independence of our country was rung at assembling of the citizens today as it is kept for holidays only.

(July) Tuesday, 5th.

Visited the hall where independence was declared; found workmen engaged in refitting it. The State had modernized its architecture in the interior about fifteen years ago. It has been since given to the corporation who have pulled down the modern work and are endeavoring to fit it up precisely as it was at the time of July, 1776.

(July) Wednesday, 6th.

Visited the navy yard and saw the immense vessel on the stocks to be called the Pennsylvania. She has four decks and will carry 160 guns. The Government has 60 marines in the navy yard to guard it, and provided extensive buildings to secure the ship

stores. Commodore Barron is now in command and has his residence in the city. From the navy yard I rode to the Arcade and visited the museum which contains an extensive collection of curiosities, the skeletons of the mammoth elephants, animals, birds, minerals, optical illusion, Washington's sash, etc. Went thence to the Mayor's court, held by the recorder and two aldermen; trial of a culprit for selling strong drink without a license. Walked next to the Mint and saw the process of coining. The precious metals are first melted with a proper degree of alloy and beaten in bars, these are passed through several sets of rollers until they are reduced to the proper thickness, then by a machine worked by hand the bars are cut into dollars, halves, quarters, etc. They are then placed in a small cylinder and by a machine are dropped one by one under a stamp where they receive the impression, and are thrown out into a box.

(July) Saturday, 9th.

I bade adieu to Philadelphia at 5 a. m., took the steamboat for New York, passed by Burlington, Bristol, Bordentown, where I saw the residence of Joseph Buonaparte. He has an observatory on the shore of the Delaware which commands a view of Trenton above and an extensive prospect below. Trenton is a considerable place, has a handsome bridge across the river, State House, etc. * * * From Trenton we set out in coaches, passed through a level country, pretty well improved, to Princeton, saw the Theological Seminary, the college, Alma Mater of so many distinguished men; thence passed to Kingston on the Raritan, from which a canal is being dug to the Delaware; thence to New Brunswick. Here again a steamboat (Swan) was taken for New York.

(To be continued.)

KINGSLEY PUT HIS FOOT IN IT.

Charles Kingsley was at a dinner once with the aeronaut Coxwell. It was shortly after Coxwell and a companion had made a flight in which they had risen so high that Coxwell's hands were frozen and he had time only to tear open the air valve with his teeth. A. C. Benson tells the story in the latest instalment of "The Leaves of the Tree" in the North American Review. After dinner Kingsley suddenly said:

"I have often thought that the first man that ever went up in a balloon must have been a d-dentist." Some one laughed and said, "What an extraordinary ideal!" "I don't know," said Kingsley; "a man who is always looking down people's throats, and pulling their teeth about, and breathing their breath must be inspired with a tremendous desire to get away and above it all." Coxwell leaned forward and said very good-humoredly, "Well, Mr. Kingsley, it is true that I am a dentist, but it was not that that made me become an aeronaut." "My d-dear Mr. Coxwell," said Kingsley, flushing red, "I am sure I beg your pardon. I had no idea it was so. You must have thought me singularly ill-mannered to make a joke of it." Kingsley could not recover his spirits for the rest of the evening. He hated giving pain to any human being more perhaps than anything in the world.

LITERARY AND HISTORICAL ASSOCIATION MEETING.

Some Interesting Events in Connection With the Annual Session.

In connection with the annual meeting of the North Carolina Literary and Historical Association, to be held in Raleigh this fall, there will be an evening session on the evening of November 27, at which time the president's address will be delivered by Prof. Graham. There will also be delivered at this hour the address of Dr. C. Alphonso Smith and the Patterson cup will be presented.

A business meeting of the association will be held Tuesday afternoon, November 28, and Tuesday evening there will be the address by Senator Henry Cabot Lodge, of Massachusetts and an address by Mr. Josephus Daniels on "The Influence of Nathaniel Macon on North Carolina History." These will be followed on the same evening by a reception tendered to the members of the association by ex-Judge R. W. Winston.

THE AIM OF LIFE.

We live in deeds, not years; in thoughts, not breaths; in feelings, not in figures on a dial. We should count time by heart-throbs. He most lives, Who thinks most, feels the noblest, acts the best. And he whose heart beats quickest lives the longest; Lives in one hour more than in years do some Whose fat blood sleeps as it slips along their veins. Life is but a means unto an end; that end, Beginning, mean, and end to all things—God. The dead have all the glory of the world.

—Philip James Bailey.